

REMARKS

The Examiner is thanked for the due consideration given the application.

Claims 2-5, 8-10, 12-14, 17 and 18 are pending in the application. Claims 1, 6, 7, 11, 15, 16 and 19 have been canceled by this amendment. The claim set now pertains to the subject matter of independent claim 2, which refers to a compressor and not to an internal combustion engine.

No new matter is believed to be added to the application by this amendment.

Art Rejections

Claims 1-5, 10, 12-14, 16, 18 and 19 have been rejected under 35 USC §102(b) as being anticipated by JEPSEN (U.S. Patent 4,322,950).

Claims 1-5, 10, 12-14, 16, 18 and 19 have been rejected under 35 USC §102(b) as being anticipated by BINION (U.S. Patent 5,718,194).

Claim 6 has been rejected under 35 USC §103(a) as being unpatentable over JEPSEN in view of TOSA et al. (U.S. Patent 5,170,751).

Claims 8 and 9 have been rejected under 35 USC §103(a) as being unpatentable over JEPSEN in view of POSSELT (U.S. Patent 5,992,353).

Claims 11 and 15 have been rejected under 35 USC §103(a) as being unpatentable over JEPSEN.

Claim 6 has been rejected under 35 USC §103(a) as being unpatentable over BINION in view of TOSA et al.

Claim 7 has been rejected under 35 USC §103(a) as being unpatentable over BINION in view of YUKI et al. (U.S. Publication 2004/0003781).

Claims 8 and 9 have been rejected under 35 USC §103(a) as being unpatentable over BINION in view of POSSELT.

These rejections are respectfully traversed.

The present invention pertains to pressurizing a medium in a compressor that is illustrated, by way of example, in Figure 2 of the application, which is reproduced below.

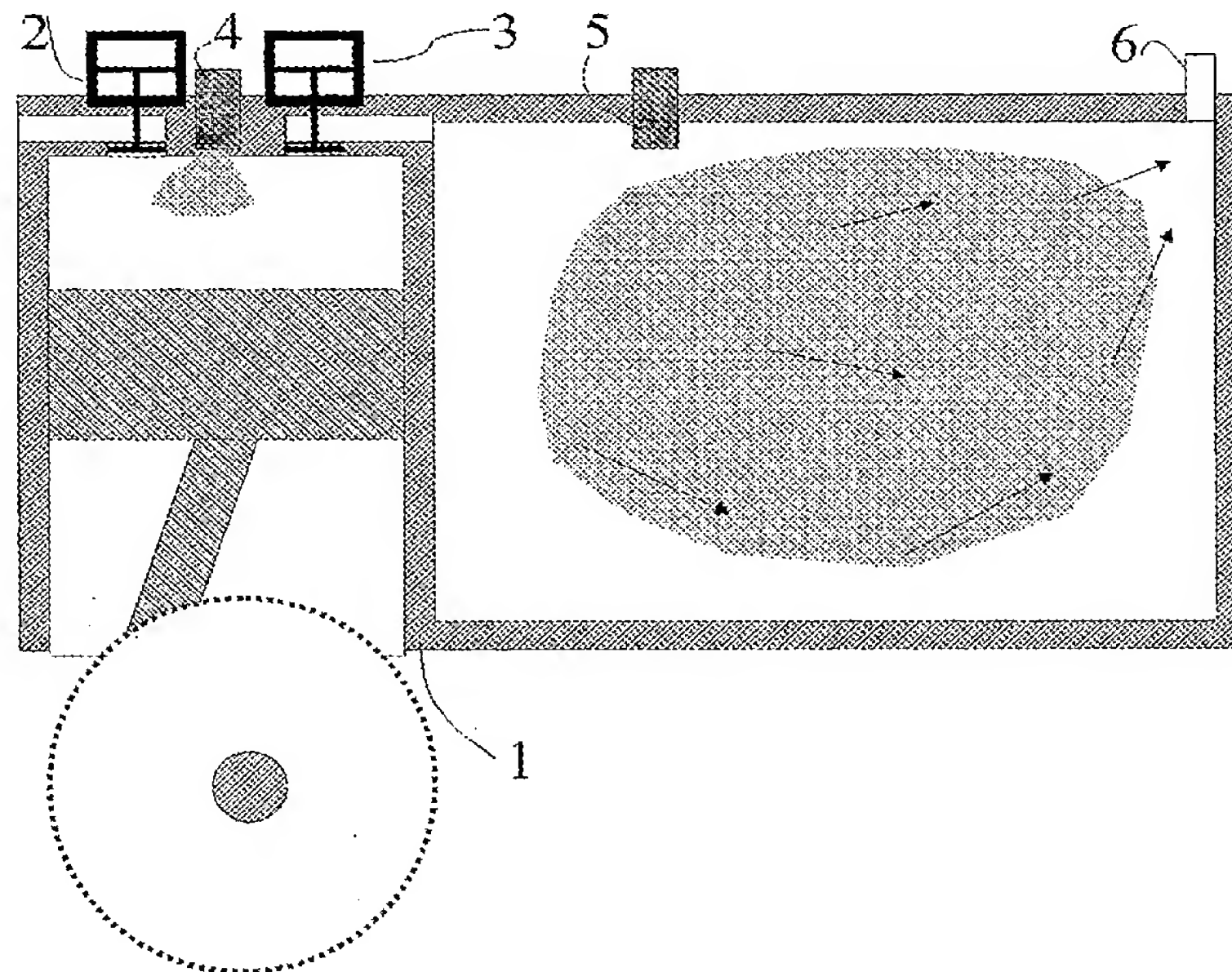


Fig 2

Figure 2 shows a compressor with a tank 1 and an air inlet valve 2 and an outlet valve 3 through which compressed air is conducted to the tank. From the tank pressurized and suitably

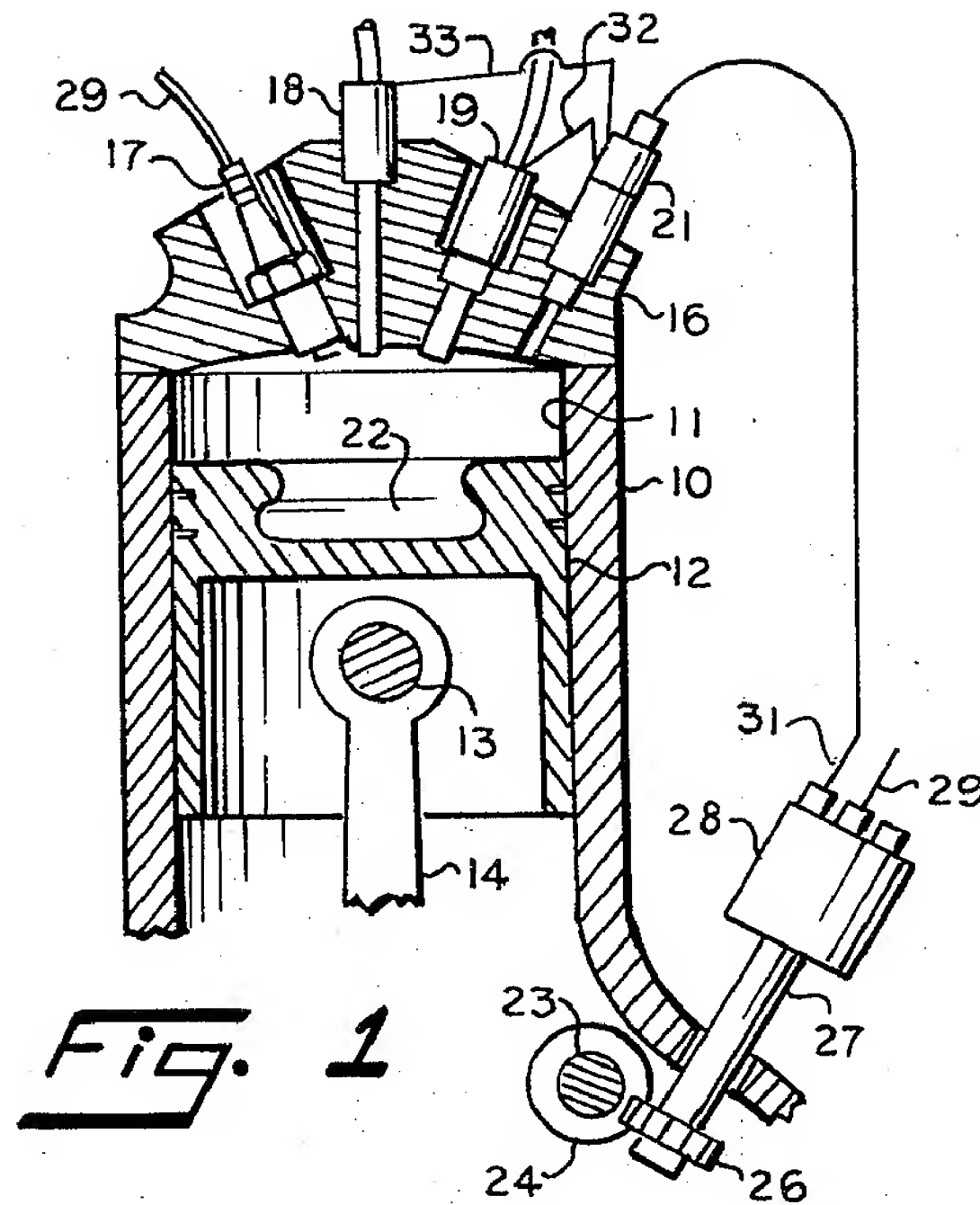
cooled air is emitted through a connection 6. There are two inlet valves for heated water; on one hand the valve 4 in the compressor and on the other hand a valve 5 in the tank. A compression takes place in the compressor, and water is sprayed, with regard taken to the prevention of any water stroke. Evaporation, in other words a cooling of air, takes place in the tank. Here, there is shown a tank connected to a compressor.

Independent claim 2 of the present invention recites:

"A method of compression of a medium in a compression chamber of a compressor, comprising:

introducing a liquid, in a state of a spray, into the compression chamber during a compression stroke, wherein the liquid is pressurized and heated before being introduced into the compression chamber, to such an extent that at least a part of the droplets of the spray explodes spontaneously upon entrance into the compression chamber."

JEPSEN pertains to a combined internal combustion and steam engine. The Official Action refers to column 2, lines 50-67 of JEPSEN, which discusses the internal combustion engine of Figure 1 of the reference, which is reproduced below.



JEPSEN fails to disclose a technology for a compressor, such as is set forth in the present invention.

Similarly, BINION pertains to an in-cylinder water injection engine. The Official Action refers to column 9, lines 3-23 of BINION, which discuss the engine shown in Figure 1 of the reference, reproduced below.

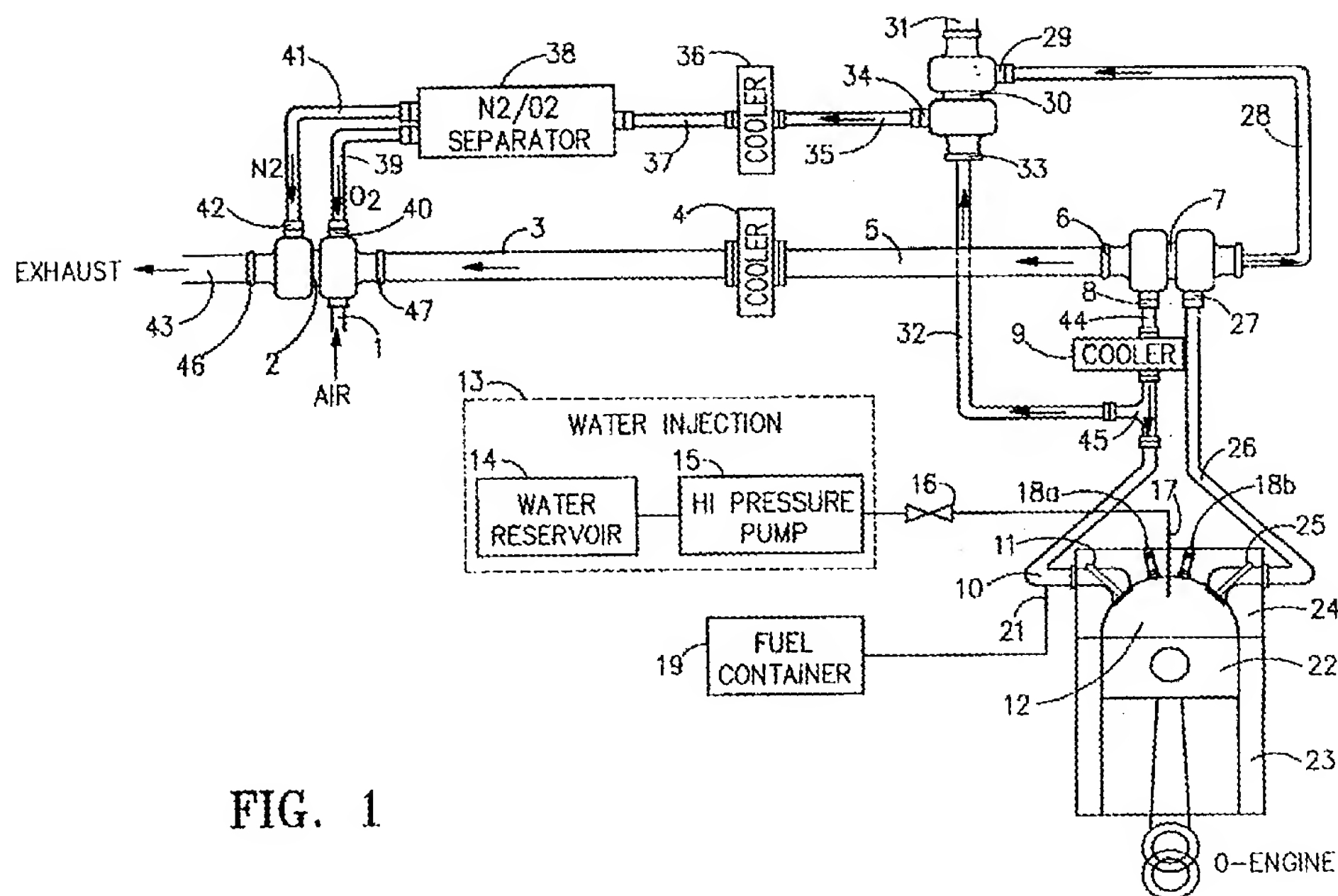


FIG. 1

Similar to JEPSEN, BINION pertains to an engine and does not disclose a technology for a compressor, such as is set forth in the present invention.

In contrast, the present invention pertains to compressors. On the other hand, the prior art referred to in the Official Action relates to combustion engines, without exception.

That is, a "compressor" is a device to which power is supplied in order to drive the compressor and generate a compression of a gas, which is taken advantage of downstream of the compressor. A combustion engine, on the other hand, is a device from which, by means of combustion, power is obtained. The compressed gas in a combustion engine is used in the combustion process, and not in order to be taken advantage of downstream the engine. Accordingly, the combustion engine is something very

different from a compressor, even though it presents compression strokes.

By injecting a spray of water in a combustion chamber, the applied art suggests to make the process more efficient and to reduce emissions. However, this art does not present any teaching or suggestion whatsoever that this principle could be transferred to compressors in order to improve the efficiency of the latter. In fact, there is no motive for the person skilled in the art of compressors to turn to the field of combustion engines in order to seek solutions to problems of inefficiency of compressors.

Additionally, the technology typified by JEPSEN has been common knowledge for over 25 years, and that still, nobody has proposed that these principles be transferred to the field of compressors, most probably because there is no such simple connection between compressors and combustion engines.

As a result, neither JEPSEN not BINION (which pertain to engines) anticipate a claimed embodiment of the present invention. Also, any combination of the applied art (which pertain to engines) would induce one of ordinary skill and creativity to produce a claimed embodiment of the present invention, and a *prima facie* case of unpatentability has thus not been made.

These rejections are believed to be overcome, and withdrawal thereof is respectfully requested.

Conclusion

The Examiner is thanked for considering the Information Disclosure Statement filed July 14, 2006 and for making an initialed PTO-1449 Form of record in the application.

Prior art of record but not utilized is believed to be non-pertinent to the instant claims.

The rejections are believed to have been overcome, obviated or rendered moot and no issues remain. The Examiner is accordingly respectfully requested to place the application in condition for allowance and to issue a Notice of Allowability.

The Commissioner is hereby authorized in this, concurrent, and future replies, to charge payment or credit any overpayment to Deposit Account No. 25-0120 for any additional fees required under 37 C.F.R. § 1.16 or under 37 C.F.R. § 1.17.

Respectfully submitted,

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